



November 7<sup>th</sup>, 2022

**PROJECT: General Cargo Terminal Dock 20N Cargo Diversification Project**

**RE: Questions Tendered Through Pre-Bid Question Deadline November 2<sup>nd</sup>, 2022**

Attention Professional Service Firms:

Attached to this addendum (Addendum #1), please find the pre-SOQ questions and associated revisions to the Documents received through November 4<sup>th</sup>, 2022. Firms shall review and familiarize themselves with the responses to the questions included in the addendum as addendums issued during the SOQ tender process are official contract documents.

**Completion Date Change:** No

**SOQ Item Revision, Additions or Deletions:** No

**Revised SOQ Items:** No

**Deleted SOQ Items:** No

**Added SOQ Items:** No

**Please be advised of the following:** N/A

**Delete the following SOW Package Plan Note:** N/A

**Revised the following SOQ Package Plan Note:** N/A

**Add the following SOQ Package Plan Note:** N/A

**Revise the following SOQ Package Plan Sheet:** N/A

**Answers to Pre-SOQ Submission Questions:** Yes

1. The firm I work for is registered as and MBE with Cuyahoga County. Would the Port Authority accept this certification?
  - a. Yes.
2. HDR policy limits the use of flash drives to help prevent security risks. We can comply with the request but would appreciate the consideration of using PDF email submission instead of a flash drive, so that the attachment would be less likely to cause security issues.
  - a. A PDF email submission prior to the SOQ deadline would be an acceptable alternative to the delivery of flash drives.
3. Regarding the Scope of Work for the development of construction documents, we read the RFQ to require that this would only include temporary repairs and minor upgrades to the existing

compacted aggregate and thin areas of existing asphalt paving. The intent of not installing a permanent heavy-duty pavement prior to completing the Cargo Capacity Study and development of a Yard/Terminal layout is to avoid the future partial removal and patching of a new permanent pavement which would be required for the installation of future underground utilities, etc.. Please confirm.

- a. The Port Authority is concerned the \$3.5M-\$4.0M construction budget/funds we have set aside for this Project will not permit the entire existing asphalt area that currently makes up Dock 22 North to be fully reconstructed with high load pavement under this Project. As the budget allows, we would like to address the grading, high load pavement, and subsurface utility infrastructure as follows in the following areas:
  - i. Compacted gravel area within on dock rail loop Dock 20N
  - ii. Asphalt area within on dock rail loop Dock 22N
  - iii. Asphalt area outside of dock rail loop Dock 22N
4. Temporary pavement repairs will likely not be sufficient for the anticipated container stack loads or the wheel loads from the container handling equipment. Any engineered solution to accommodate these loads would require a significantly heavier and costly pavement section. Assuming that the intent is to provide a temporary solution to bridge the gap from the current condition to a final pavement design, would the Port consider proceeding with temporary pavement repairs such as a graded crushed stone surface that could be periodically maintained as required until the permanent pavement section and underground utilities could be designed and installed in the future?
  - a. See response to question 3 above. Goal is to address area within the rail loop in it's entirety with the current Project budget as we see this areas operating as one common area. The area outside of the rail loop may result in a short term rehabilitation of existing asphalt surface to get another 5+ years of life out of this surface as result of budget contstraints. Aggregate is not preferred.
5. Please confirm that the Scope of Work consists of preliminary design/evaluation (not detailed design and construction drawing preparation) of the following:
  - a. Future stormwater collection systems
  - b. Future electrical raceways & access points to support future terminal electrification efforts
  - c. Future communication raceways & access points for enhanced terminal communications
  - d. Future removal & relocation of historic infrastructure
  - e. Other future subsurface infrastructure to accommodate future capital investments to enhance terminal operations in support of containerized cargo handling Including the installation of fixed radiation portal monitors (RPM's)
  - f. Future heavy-duty pavement section designed to accommodate containerized cargo and bulk commodities as well.

Many of the items above include subsurface utility infrastructure and will require full design in the Project area/limits. In areas where new pavement will be installed the Port Authority's goal/objective is to not have to reopen pavement areas in the future. The Port Authority does have some standard infrastructure details for some of these items and has already advance utility and

stormwater infrastructure initiatives elsewhere on site, as result some of the planning and design work has already been performed.

6. Please confirm that the deliverables for item 3 above would be preliminary plan drawings and construction cost estimates for these listed future items.
  - a. Item 3 above highlights temporary repairs and not installing full depth pavement so, uncertain the question being asked. Under the Scope of Work there will be planning exercise deliverables and deliverables related to the preparation of the final construction documents to advance the Dock 20N Cargo Diversification Project. Some of the planning efforts related to master planning of this area will feed and input into the final design on items related to subsurface conduits, stormwater infrastructure modifications, final grading, etc.. Specific planning deliverables should evaluate and make recommendations to the Port Authority on how containers are handled, stacked, and moved through this space to maximize capacity and efficiency. Recommendations will also be sought on the routing of truck traffic, wayfinding, and the sighting fixed RPM unit to support the handling of containers through the Port. While we will not have the funding to advance the installation of a fixed RPM under this Project, subsurface conduits to connect the RPM with electrical and communication infrastructure if sighted within the construction project limits should be included in the subsurface elements of the final designed construction Project.
7. Task 3 under the Required Tasks & Services section of the RFQ lists Stage 1, 2, 3 & Final. The Project Schedule section of the RFQ does not reference Stage 1. Please clarify.
  - a. Stage1 drawings will not be a required submittal and they do not have a defined milestone but they can be submitted for review/coordination.
8. Please confirm that the cost estimate and quantity takeoffs referred to in Task 5 of the Required Tasks & Services section refers only to the temporary paving repairs cost and quantities.
  - a. Some high-level estimates may be required with the planning components contained in the scope of work specific to future RPM sighting or any other more significant recommendations made form the consultant team to expand/maximize container throughput capacity. However, the Task 5 cost estimates and quantity take offs are related to the final design package for the Dock 20N Cargo Diversification Project necessary to advance this Project into construction in early Spring 2023. This scope is greater than just temporary paving repairs. The estimate and quantity takeoffs will support the subsurface utility infrastructure, stormwater collection system modifications, historic infrastructure removal (as required), grading, high capacity pavement, and existing pavement rehabilitation.
9. We understand that the western side of the site (Dock 20N) is currently a compacted aggregate surface, and the eastern side of the site (Dock 22N) is currently a thin asphalt surface. Please confirm that the paving repairs in each area will be consistent with the existing surface condition (aggregate or asphalt) so as to avoid creating impervious surfaces in areas that are currently not impervious.
  - a. Following the completion of this Project it is anticipate that the entire area within the rail loop will consist of high capacity pavement set at grades which tie in with the existing rail infrastructure and are suitable for the handling and stacking of containers. The areas outside of the rail loop to the west will remain compacted aggregate and to the east will likely remain as rehabilitated asphalt as the construction budget will likely not permit the

removal and reinstallation of high-capacity pavement through this area. As previously mentioned, this Project will consist of more than just the spot rehabilitation of existing surfaces.

The Statement of Qualifications submission deadline remains November 16<sup>th</sup> at 3PM.

Best Regards,

Nicholas LaPointe  
Director, Planning & Capital Development  
Cleveland-Cuyahoga County Port Authority

cc: Project File